Element Performance Inspection (EPI) Data Collection Tool
1.1.2 Appropriate Operational Equipment (OP)

ELEMENT SUMMARY INFORMATION

Purpose of This Element (Certificate Holder's responsibility):

- To ensure that the Certificate Holder's aircraft are equipped to conduct safe operation over the intended route.

Objective (FAA oversight responsibility):

- To determine if there were any changes in the personnel identified by the Certificate Holder as having responsibility and/or authority for the Appropriate Operational Equipment process.
- To determine if the Certificate Holder follows its procedures, controls, process measurements and interfaces for the Appropriate Operational Equipment process.

Specific Instructions:

- To accomplish this EPI, the inspector should familiarize himself/herself with the route requirements and equipment type utilized by the Air Carrier for the intended route. Available aircraft that have been scheduled for a specific route should be inspected to ensure that the required equipment is installed and operational in accordance with the Air Carrier's approved Maintenance Program (AW only).

Related EPIs:

- 1.1.1 Aircraft Airworthiness (AW)
- 1.3.3 Maintenance Facility / Main Maintenance Base (AW)
- 3.1.3 Airmen Duties / Flight Deck Procedures (OP)
- 5.1.1 Line Stations (AW)

SUPPLEMENTAL INFORMATION

Specific Regulatory Requirements (SRRs):

- SRRs:
  121.135(a)(1)
  121.135(b)(1)
  121.135(b)(2)
  121.135(b)(3)
  121.309(a)
  121.309(c)

121.309(d)(1)(i)
121.309(d)(1)(ii)
121.309(d)(2)
121.309(e)
121.309(f)
121.310(a)
121.310(b)(1)
121.310(c)(1)
121.310(d)
121.310(g)
121.327(b)(1)
121.327(b)(2)
121.327(b)(3)
121.329(b)(1)
121.329(b)(2)
121.329(b)(3)
121.331(b)
121.333(b)
121.333(c)(1)
121.333(c)(2)(i)
121.333(c)(2)(i)(A)
121.333(c)(2)(i)(B)
121.333(c)(2)(ii)
121.333(c)(3)
121.333(c)(4)
121.339(a)
121.339(a)(1)
121.339(a)(2)
121.339(a)(3)
121.339(a)(4)
121.339(b)
121.339(c)
121.340(a)
121.349(e)
121.351(a)
121.351(b)
121.353(a)
121.353(b)
121.353(c)
121.355(a)(1)
121.355(a)(2)
121.549(a)
121.549(b)
121.579(c)
121.579(c)(1)
121.803(a)
121.803(b)(1)
121.803(b)(2)
121.803(b)(3)
121.803(b)(4)

121.803(c)(1)
121.803(c)(2)
121.803(c)(3)
121.803(c)(4)

Related CFRs & FAA Policy/Guidance:

- Related CFRs:
  121.315(a)
  121.315(b)
  121.315(c)
  121.327(c)(1)
  121.327(c)(2)
  121.327(c)(3)
  121.329(c)(1)
  121.329(c)(2)
  121.329(c)(3)
  121.331(c)(2)(i)
  121.331(c)(2)(ii)
  121.331(c)(2)(iii)
  121.331(c)(3)
  121.333(e)(1)
  121.333(e)(2)
  121.333(e)(3)
  121.337(b)
  121.571(b)
  121.585
  B.039
  B.046
  B.050a
  B.050b
  D.092

- FAA Policy/Guidance:
  FAA Order 8400.12A, Appendix 4, Paragraph a
  AC 120−28D
  AC 121−24C

EPI SECTION 1 − PERFORMANCE OBSERVABLES		
Objective: (FAA oversight responsibility): To determine if the certificate holder follows its procedures, controls, process measurements, and interfaces for the Outsource Organization.		
Tasks		
	To meet this objective, the inspector must accomplish the following tasks:	
1	Review the information listed in the Supplemental Information section of this data collection tool.	
2	Review the policies, procedures, instructions and information for the Appropriate Operational Equipment process contained in the Certificate Holder's manual.	
3	Review the associated SAI for this element with emphasis on the controls, process measurements and interface attribute sections.	
4	Observe the Appropriate Operational Equipment process to gain an understanding of the procedures, instructions and information contained in the Certificate Holder's manual.	
5	Discuss the Appropriate Operational Equipment process with the personnel (other than management) who perform the duties and responsibilities required by the process.	
Questions		
	To meet this objective, the inspector must answer the following questions:	
1.	Were the following Performance Measures met:	
1.1	Were crewmembers kept current on the Certificate Holder's Appropriate Operational Equipment requirements? *Related Performance JTI's:* 1. Check, at the aircraft, that flightcrew members have the up−to−date manual required by 121.133, or appropriate parts of it, accessible when performing assigned duties, in accordance with the Certificate Holders design. *Sources:* 121.135(a)(1); 121.137(a)(2); 121.137(b) 2. Check, at the aircraft, that cabin crewmembers have the up−to−date manual required by 121.133, or appropriate parts of it, accessible when performing assigned duties, in accordance with the Certificate Holders design. *Sources:* 121.135(a)(1); 121.137(a)(2); 121.137(b) 3. Check, at the aircraft, that either an approved Airplane Flight Manual (AFM) or the manual required by Sec. 121.133, if it contains the information required for the applicable flight manual and this information is clearly identified as flight manual requirements, is carried on board in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.141(b)	☐ Yes ☐ No, Explain
1.2	If the aircraft was dispatched into Minimum Navigation Performance Specifications (NAT/MNPS) airspace was all the NAT/MNPS equipment operational? *Related Performance JTI's:* 1. Check, at the records repository, that the Certificate Holder, when operating in MNPS airspace, is authorized to perform such operations in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 91.703(a)(4); 91.705(a)(2); B.039Operations in North Atlantic Minimum Nav	☐ Yes ☐ No, Explain ☐ Not Applicable

2. Check, at the records repository, that the aircraft and its associated navigation equipment, when operating in MNPS airspace, was listed in table 1 and table 2 of B039 paragraph c. of its operations specifications. *Sources:* 121.135(a)(1); 91.703(a)(4); 91.705(a)(2); B.039Operations in North Atlantic Minimum Nav 3. Check, at the dispatch center, that when an aircraft is planned to operate in MNPS airspace, that the aircraft and its associated navigation equipment are listed in table 1 and table 2 of paragraph B039 of its operations specifications. *Sources:* 121.135(a)(1); 91.703(a)(4); 91.705(a)(2); B.039Operations in North Atlantic Minimum Nav	
1.3 If the aircraft was dispatched into Reduced Vertical Separation Minimum (RVSM)airspace was all the RVSM equipment operational? *Related Performance JTI's:* 1. Check, at the aircraft, when an aircraft is planned to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has two independent altitude measurement systems comprised of a cross−coupled static source system provided with ice protection, if located on the aircraft in areas subject to ice accretion available and operational. *Sources:* 121.135(a)(1); B.046 2. Check, at the aircraft, when an aircraft is planned to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has two independent altitude measurement systems comprised of equipment for measuring static pressure sensed by the static source, converting it to pressure altitude and displaying pressure altitude to the flightcrew available and operational. *Sources:* 121.135(a)(1); B.046 3. Check, at the aircraft, when an aircraft is planned to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has two independent altitude measurement systems comprised of equipment for providing a digitally−coded signal corresponding to the displayed pressure altitude for automatic altitude reporting purposes available and operational. *Sources:* 121.135(a)(1); B.046 4. Check, at the aircraft, when an aircraft is planned to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has two independent altitude measurement systems comprised of static source error correction (SSEC), if required, to meet RVSM altimetry system error requirements available and operational. *Sources:* 121.135(a)(1); B.046 5. Check, at the aircraft, when an aircraft is planned to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has two independent altitude measurement systems comprised of equipment to provide reference signals for automatic altitude control and alerting systems available and operational. *Sources:* 121.135(a)(1); B.046 6. Check, at the aircraft, when an aircraft is planned to operate in	☐ Yes ☐ No, Explain ☐ Not Applicable

	Reduced Vertical Separation Minimum (RVSM) airspace, it has one Secondary Surveillance Radar (SSR) altitude reporting transponder available and operational. *Sources:* 121.135(a)(1); B.046 7. Check, at the aircraft, when an aircraft is planned to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has one altitude alert system available and operational. *Sources:* 121.135(a)(1); B.046 8. Check, at the aircraft, when an aircraft is planned to operate in Reduced Vertical Separation Minimum (RVSM) airspace, it has one automatic altitude control system capable of automatically controlling the aircraft to a referenced pressure altitude available and operational. *Sources:* 121.135(a)(1); B.046 9. Check, at the aircraft, that when the Certificate Holder is operating in RVSM airspace, the aircraft is authorized in Operations Specifications D092 tables 1 and 2. *Sources:* 121.135(a)(1); 91.706(a)(2); B.046; D.092 10. Check, at the dispatch center, that when the Certificate Holder is dispatching an aircraft into RVSM airspace, the aircraft is authorized in Operations Specifications D092 tables 1 and 2. *Sources:* 121.135(a)(1); 91.706(a)(2); D.092; B.046 11. Check, at the dispatch center, that when the Certificate Holder is dispatching an aircraft into RVSM airspace, the Certificate Holder is authorized in operations specifications B046 to conduct such operations. *Sources:* 121.135(a)(1); 91.706(a)(2); B.046	
1.4	Were aircraft appropriately equipped with hand fire extinguishers to combat in−flight fires? *Related Performance JTI's:* 1. Check, at the aircraft, that it is equipped with hand fire extinguishers, suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(c)(1) 2. Check, at the aircraft, that it is equipped with at least one hand fire extinguisher, conveniently located, accessible to crewmembers during flight, for use in each class E cargo compartment in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(c)(2) 3. Check, at the aircraft, that it is equipped with at least one hand fire extinguisher, conveniently located, for use in each galley located in a compartment other than a passenger, cargo, or crew compartment in accordance with the Certificate Holder's design. *Sources:* 121.309(c)(3); 121.135(a)(1) 4. Check, at the aircraft, that it is equipped with at least one hand fire extinguisher, conveniently located, on the flight deck for use by the flightcrew in accordance with the Certificate Holder's design. *Sources:* 121.309(c)(4); 121.135(a)(1)	☐ Yes ☐ No, Explain

5. Check, at the aircraft, if having passenger seats accommodating more than 6 but fewer than 31 passengers, it is equipped with at least one hand fire extinguisher in the passenger compartment in accordance with the Certificate Holder's design.
   Sources: 121.309(c)(5)(i); 121.135(a)(1)
6. Check, at the aircraft, if having passenger seats accommodating more than 30 but fewer than 61 passengers, it is equipped with at least two hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design.
   Sources: 121.309(c)(5)(ii); 121.309(c)(5)(ii); 121.135(a)(1)
7. Check, at the aircraft, if having passenger seats accommodating 61 through 200 passengers, it is equipped with at least three hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design.
   Sources: 121.309(c)(5)(iii); 121.135(a)(1)
8. Check, at the aircraft, if having passenger seats accommodating 201 through 300 passengers, it is equipped with at least four hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design.
   Sources: 121.309(c)(5)(iii); 121.135(a)(1)
9. Check, at the aircraft, if having passenger seats accommodating 301 through 400 passengers, it is equipped with at least five hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design.
   Sources: 121.309(c)(5)(iii); 121.135(a)(1)
10. Check, at the aircraft, if having passenger seats accommodating 401 through 500 passengers, it is equipped with at least six hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design.
    Sources: 121.309(c)(5)(iii); 121.135(a)(1)
11. Check, at the aircraft, if having passenger seats accommodating 501 through 600 passengers, it is equipped with at least seven hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design.
    Sources: 121.309(c)(5)(iii); 121.135(a)(1)
12. Check, at the aircraft, if having passenger seats accommodating more than 600 passengers, it is equipped with at least eight hand fire extinguishers, uniformly distributed throughout each compartment in accordance with the Certificate Holder's design.
    Sources: 121.309(c)(5)(iii); 121.135(a)(1)
13. Check, at the aircraft, that the passenger carrying airplane, where a galley is located in a passenger compartment, is equipped with at least one hand fire extinguisher conveniently located and easily accessible for use in the galley in accordance with the Certificate Holder's design.
    Sources: 121.309(c)(6); 121.135(a)(1)
14. Check, at the aircraft, that at least two of the required hand fire extinguishers installed on passenger carrying airplanes contain Halon 1211 (bromochlorofluoromethane) or equivalent as the

extinguishing agent in accordance with the Certificate Holder's design. *Sources:* 121.309(c)(7); 121.135(a)(1) 15. Check, at the aircraft, that it is equipped with at least one hand fire extinguisher in the passenger compartment that contains Halon 1211 (bromochlorofluoromethane) or equivalent as the extinguishing agent in accordance with the Certificate Holder's design. *Sources:* 121.309(c)(7); 121.135(a)(1)	
1.5 Were aircraft equipped with current and uncontaminated first aid kit(s)? *Related Performance JTI's:* 1. Check, at the aircraft that, if first−aid kit/s are carried in a compartment or container, that the first−aid kit/s or the compartment or container is marked as to date of last inspection in accordance with the Certificate Holder's design. *Sources:* 121.367; 121.309(b)(4); 121.309(d)(1)(i) 2. Check, at the aircraft, that each airplane with 0 to 50 passenger seats is equipped with at least 1 approved first−aid kit in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(d)(1)(i); 121 App..AFirst Aid Kits 3 3. Check, at the aircraft, that each airplane with 51 to 150 passenger seats is equipped with at least 2 approved first−aid kits in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(d)(1)(i); 121 App..AFirst Aid Kits 3 4. Check, at the aircraft, that each airplane with 151 to 250 passenger seats is equipped with at least 3 approved first−aid kits in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(d)(1)(i); 121 App..AFirst Aid Kits 3 5. Check, at the aircraft, that each airplane with more than 250 passenger seats is equipped with at least 4 approved first−aid kits in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(d)(1)(i); 121 App..AFirst Aid Kits 3 6. Check, at the aircraft, that required first−aid kits are dust proof and moisture proof in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(d)(1)(i); 121 App..AFirst Aid Kits 1	☐ Yes ☐ No, Explain ☐ Not Applicable

1.6 Were the aircraft first aid kits readily available to crewmembers? *Related Performance JTI's:* 1. Check, at the aircraft that, if carrying passengers, it is equipped with first−aid kit/s that are readily accessible to the crew in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(b)(2); 121.309(d)(1)(i) 2. Check, at the aircraft that, if carrying passengers, it is equipped with first−aid kit/s that, if located in the passenger cabin, are readily accessible to passengers in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(b)(2); 121.309(d)(1)(i) 3. Check, at the aircraft, that, if carrying passengers, it is equipped with first−aid kit/s that are clearly identified in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(b)(3); 121.309(d)(1)(i) 4. Check, at the aircraft that, if first−aid kit/s are carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(b)(4); 121.309(d)(1)(i) 5. Check, at the aircraft, that required first−aid kits are distributed as evenly as practicable throughout the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(d)(1)(i); 121 App..AFirst Aid Kits 2	☐ Yes ☐ No, Explain ☐ Not Applicable
1.7 Did the aircraft have the required number of emergency medical kits? *Related Performance JTI's:* 1. Check, at the aircraft that, if a flight attendant is required, it is equipped with an emergency medical kit in accordance with the Certificate Holders design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(d)(1)(ii); 121 App..AEmergency Medical Kits 2	☐ Yes ☐ No, Explain ☐ Not Applicable
1.8 Did the aircraft have a current and uncontaminated emergency medical kit in case it was needed for medical attention? *Related Performance JTI's:* 1. Check, at the aircraft, that each medical kit, if carried in a compartment or container, the compartment or container or the medical kit itself is marked as to date of last inspection in accordance with the Certificate Holder's design. *Sources:* 121.367; 121.309(b)(4); 121.309(d)(1)(ii) 2. Check, at the aircraft, that each medical kit is stored securely so as to keep it free from dust, moisture, and damaging temperatures in accordance with the Certificate Holder's design. *Sources:* 121.367; 121 App..AEmergency Medical Kits 1	☐ Yes ☐ No, Explain ☐ Not Applicable

1.9 Was the emergency medical kit readily available to crewmembers on the aircraft? *Related Performance JTI's:* 1. Check, at the aircraft, that each medical kit is readily accessible to the crew in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(b)(2); 121.309(d)(1)(ii); 121 App..AEmergency Medical Kits 2 2. Check, at the aircraft, that each medical kit, if located in the passenger compartment, is readily accessible to passengers in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(b)(2); 121.309(d)(1)(ii) 3. Check, at the aircraft, that each medical kit is clearly identified in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(b)(3); 121.309(d)(1)(ii) 4. Check, at the aircraft, that each medical kit, if carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(b)(4); 121.309(d)(1)(ii)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.10 Were latex gloves readily available to crewmembers on the aircraft? *Related Performance JTI's:* 1. Check, at the aircraft, that it is equipped with pairs of protective latex gloves, or equivalent nonpermeable gloves, equal in number to the number of first aid kits on board the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(d)(2) 2. Check, at the aircraft, that pairs of latex gloves, or equivalent non−permeable gloves, equal in number to the first aid kits, are distributed as evenly as practicable throughout the cabin of the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(d)(2) 3. Check, at the aircraft, that each airplane operated is equipped with a crash ax in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(e)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.11 Were megaphones readily available to crewmembers on the aircraft? *Related Performance JTI's:* 1. Check, at the aircraft, that each airplane with a seating capacity of more than 60 and less than 100 passengers, has a portable battery−powered megaphone located at the most rearward location in the passenger cabin where it is readily accessible to a normal flight attendant seat in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(f)(1) 2. Check, at the aircraft, that each airplane, with a seating capacity of more 99 passengers, has two battery powered megaphones in the passenger cabin, one installed at the forward end and the other at the most rearward location where it is readily accessible to a normal flight attendant seat in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(f)(2) 3.	☐ Yes ☐ No, Explain ☐ Not Applicable

Check, at the aircraft, that each megaphone is readily accessible to the crew in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(a); 121.309(b)(2); 121.309(f) 4. Check, at the aircraft, that each megaphone is clearly identified in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(b)(3); 121.309(f) 5. Check, at the aircraft, that each megaphone is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(b)(3); 121.309(f) 6. Check, at the aircraft, that each megaphone, if carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.309(b)(4); 121.309(f) 7. Check, at the aircraft, if carried in a compartment or container, the compartment or container or the megaphone itself is marked as to date of last inspection in accordance with the Certificate Holder's design. *Sources:* 121.367; 121.309(b)(4); 121.309(f)	
1.12 Was the aircraft equipped with a means to assist passengers in case of an emergency evacuation (i.e., slides)? *Related Performance JTI's:* 1. Check, at the aircraft, that each passenger−carrying landplane emergency exit (other than over−the−wing) that is more than 6 feet from the ground, with the airplane on the ground, has an approved means to assist the occupants in descending to the ground in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(1) 2. Check, at the aircraft, that each evacuation slide is readily accessible to the crew in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(1); 121.309(b)(2) 3. Check, at the aircraft, that each evacuation slide is clearly identified in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(1); 121.309(b)(3) 4. Check, at the aircraft, that each evacuation slide is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(1); 121.309(b)(3) 5. Check, at the aircraft, that each evacuation slide if carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(1); 121.309(b)(4) 6. Check, at the aircraft, if carried in a container, the container or the evacuation slide itself is marked as to date of last inspection in accordance with the Certificate Holder's design. *Sources:* 121.367; 121.310(a); 25.810(a)(1); 121.309(b)(4) 7. Check, at the aircraft, that the rope or an approved device equivalent to a rope, for flightcrew emergency exit is readily	☐ Yes ☐ No, Explain

accessible to the crew. *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(2); 121.309(b)(2) 8. Check, at the aircraft, that the rope, or approved device equivalent to a rope, for flightcrew emergency exits is clearly identified in accordance with the Certificate Holder's design *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(2); 121.309(b)(3) 9. Check, at the aircraft, that the rope, or approved device equivalent to a rope, for flightcrew emergency exits is clearly marked as to the method of operation in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(2); 121.309(b)(3) 10. Check, at the aircraft, if the rope, or approved device equivalent to a rope, for flightcrew emergency exits, is carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.310(a); 25.810(a)(2); 121.309(b)(4) 11. Check, at the aircraft, if carried in a compartment or container, the compartment or container or the rope or approved device equivalent to a rope for flightcrew emergency exit itself is marked as to date of last inspection in accordance with the Certificate Holders design. *Sources:* 121.367; 121.310(a); 25.810(a)(2); 121.309(b)(4)	
1.13 Were flashlights readily available to crewmembers on the aircraft? *Related Performance JTI's:* 1. Check, at the aircraft, that each passenger−carrying airplane with flight attendant seats is equipped with flashlight stowage provisions accessible from each flight attendant seat in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.310(l) 2. Check, at the aircraft, that each crewmember has, readily available for his use, a flashlight that is in good working order in accordance with the Certificate Holder's design. *Sources:* 121.135(b)(1); 121.549(b)	☐ Yes ☐ No, Explain
1.14 Did the aircraft have an approved flight crew checklist on board for the crewmembers use? *Related Performance JTI's:* 1. Check, at the aircraft, that the approved cockpit check procedure includes each item necessary for flight crewmembers to check for safety before starting engines in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.315(a); 121.315(b) 2. Check, at the aircraft, that the approved cockpit check procedure includes each item necessary for flight crewmembers to check for safety before taking off in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.315(a); 121.315(b) 3. Check, at the aircraft, that the approved cockpit check procedure includes each item necessary for flight crewmembers to check for safety before landing in	☐ Yes ☐ No, Explain

accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.315(a); 121.315(b) 4. Check, at the aircraft, that the approved cockpit check procedure includes each item necessary for flight crewmembers to check for safety in engine and systems emergencies in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.315(a); 121.315(b) 5. Check, at the aircraft, that the approved cockpit check procedure is readily usable in the cockpit in accordance with the Certificate Holder's design. *Sources:* 121.315(c); 121.135(b)(24)	
1.15 Was the aircraft equipped with adequate oxygen and oxygen dispensing equipment? *Related Performance JTI's:* 1. Check, at the reciprocating engine powered airplane, that the flight crew has information necessary to determine oxygen requirements for the intended flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.327(b)(1); 121.327(b)(2); 121.327(c)(1); 121.327(c)(2); 121.327(c)(3) 2. Check, at the reciprocating engine powered airplane, that the flight crew checks and determines oxygen requirements for the intended flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.327(b)(1); 121.327(b)(2); 121.327(c)(1); 121.327(c)(2); 121.327(c)(3) 3. Check, at the turbine engine powered airplane, that the flight crew has information necessary to determine oxygen requirements for the intended flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.329(b)(1); 121.329(b)(2); 121.329(b)(3); 121.329(c)(1); 121.329(c)(2); 121.329(c)(3); 121.329(a) 4. Check, at the turbine engine powered airplane, that the flight crew checks and determines oxygen requirements for the intended flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.329(b)(1); 121.329(b)(2); 121.329(b)(3); 121.329(c)(1); 121.329(c)(2); 121.329(c)(3); 121.329(a) 5. Check, at the reciprocating engine powered airplane with a pressurized cabin, that the flight crew has information necessary to determine oxygen requirements for the intended flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.331(a); 121.331(b); 121.331(c)(2)(i); 121.331(c)(2)(ii); 121.331(c)(1); 121.331(c)(2)(iii); 121.331(c)(3); 121.327(c)(2); 121.327(c)(3) 6. Check, at the reciprocating engine powered airplane with a pressurized cabin, that the flight crew checks and determines oxygen requirements for the intended flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.331(a); 121.331(b); 121.331(c)(2)(i); 121.331(c)(2)(ii); 121.331(c)(1); 121.327(c)(2); 121.327(c)(3);	☐ Yes ☐ No, Explain

121.331(c)(3); 121.331(c)(2)(iii) 7. Check, at the turbine engine powered airplane with a pressurized cabin, that the flight crew has information necessary to determine oxygen requirements for the intended flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.333(a); 121.333(b); 121.329(b)(1); 121.329(b)(2); 121.329(a); 121.333(c)(1); 121.333(e)(1); 121.333(e)(2); 121.333(e)(3); 121.329(c)(1); 121.329(c)(2); 121.329(c)(3) 8. Check, at the turbine engine powered airplane with a pressurized cabin, that the flight crew checks and determines oxygen requirements for the intended flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.333(a); 121.333(b); 121.333(c)(1); 121.333(e)(1); 121.333(e)(2); 121.333(e)(3); 121.329(b)(1); 121.329(b)(2); 121.329(c)(1); 121.329(c)(2); 121.329(c)(3); 121.329(a)	
1.16 Was the Protective Breathing Equipment (PBE) readily available to the crewmembers on the aircraft? *Related Performance JTI's:* 1. Check, at the aircraft, that one PBE, with a portable breathing gas supply is provided and easily accessible and conveniently located on the flight deck for immediate use by crewmembers in combating fires in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.337(b); 121.337(b)(9)(ii) 2. Check, at the aircraft, that one PBE, with a portable breathing gas supply is provided and easily accessible and located in each passenger compartment within 3 feet of each hand fire extinguisher for immediate use by crewmembers in combating fires in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.337(b); 121.337(b)(9)(iii) 3. Check, at the aircraft, that protective breathing equipment (PBE), for smoke and fume protection, with a fixed or portable breathing gas supply is conveniently located on the flight deck and is easily accessible for immediate use by each required flight crewmember at his or her assigned duty station in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.337(b); 121.337(b)(8) 4. Check, at the aircraft, that one PBE, with a portable breathing gas supply is provided for each hand fire extinguisher for use in a galley, other than a galley located in a passenger, cargo, or crew compartment, and is easily accessible and conveniently located for immediate use by crewmembers in combating fires in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.337(b); 121.337(b)(9)(i)	☐ Yes ☐ No, Explain

1.17 Was the aircraft equipped with a sufficient amount of flotation equipment? *Related Performance JTI's:* 1. Check, at the aircraft, that the airplane if operating in extended overwater operations has a life preserver, equipped with an approved survivor locator light, for each occupant of the airplane in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(1) 2. Check, at the aircraft, that if operating in extended overwater operations the airplane has enough life rafts (each equipped with an approved survivor locator light) of a rated capacity and buoyancy to accommodate all of the occupants of the airplane in the event of the loss of one raft of the largest rated capacity in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(2) 3. Check, at the aircraft, that if operated in any overwater operation it is equipped with life preservers or with an approved flotation means for each occupant in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.340(a) 4. Check, at the aircraft, that if operated in any overwater operation, the life preservers or the approved flotation means are within easy reach of each seated occupant and are readily removable from the airplane in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.340(a)	☐ Yes ☐ No, Explain ☐ Not Applicable
1.18 If the Certificate Holder conducts extended over water operations, was the required emergency equipment on board the aircraft and did the equipment meet the Certificate Holder's operational requirements? *Related Performance JTI's:* 1. Check, at the aircraft, that if life preservers are carried in a compartment or container, the compartment or container or the life preserver itself is marked as to the date of last inspection in accordance with the Certificate Holder's design. *Sources:* 121.367; 121.339(a)(1); 121.309(b)(4) 2. Check, at the aircraft, that if life rafts are carried in a compartment or container, the compartment or container or the raft itself is marked as to date of last inspection in accordance with the Certificate Holder's design. *Sources:* 121.367; 121.339(a)(2); 121.309(b)(4)	☐ Yes ☐ No, Explain ☐ Not Applicable

1.19 Was the required flotation equipment easily accessible and clearly marked in accordance with the Certificate Holder's procedures? *Related Performance JTI's:* 1. Check, at the aircraft, that each life preserver is readily accessible to the crew in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(1); 121.309(b)(2) 2. Check, at the aircraft, that each life preserver is readily accessible to passengers in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(1); 121.309(b)(2) 3. Check, at the aircraft, that each life preserver is clearly identified in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(1); 121.309(b)(3) 4. Check, at the aircraft, that each life preserver is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(1); 121.309(b)(3) 5. Check, at the aircraft, that, if life preservers are carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(1); 121.309(b)(4) 6. Check, at the aircraft, that each life raft is readily accessible to the crew in accordance with the Certificate Holder's design. *Sources:* 121.309(b)(2); 121.135(a)(1); 121.339(a); 121.339(a)(2) 7. Check, at the aircraft, that each life raft, if stored in a passenger compartment is readily accessible to passengers in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(2); 121.309(b)(2) 8. Check, at the aircraft, that each life raft is clearly identified in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(2); 121.309(b)(3) 9. Check, at the aircraft, that each life raft is clearly marked to indicate its method of operation in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(2); 121.309(b)(3) 10. Check, at the aircraft, that if life rafts are carried in a compartment or container, the compartment or container is marked as to contents in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(a)(2); 121.309(b)(4) 11. Check, at the aircraft, that the required life rafts are easily accessible in the event of a ditching without appreciable time for preparatory procedures in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(b) 12. Check, at the aircraft, that the required life preservers are easily accessible in the event of a ditching without appreciable time for preparatory procedures in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(b) 13.	☐ Yes ☐ No, Explain ☐ Not Applicable

Check, at the aircraft, that the required life rafts are installed in conspicuously marked, approved locations in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(b) 14. Check, at the aircraft, that the required life preservers are installed in conspicuously marked, approved locations in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.339(a); 121.339(b)	
1.20 Was all the required communication equipment for the intended route of flight on board the aircraft and functioning properly? *Related Performance JTI's:* 1. Check, at the aircraft that, if having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less, operating under IFR conditions, it has two microphones in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.349(e) 2. Check, at the aircraft that, if having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less, operating under IFR conditions, it has two headsets or one headset and one speaker in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.349(e) 3. Check, at the aircraft that, if having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less, operating in extended overwater operations it has two microphones in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.349(e) 4. Check, at the aircraft that, if having a passenger seat configuration of 10 to 30 seats, excluding each crewmember seat, and a payload of 7,500 pounds or less, operating in extended overwater operations it has two headsets or one headset and one speaker in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.349(e)	☐ Yes ☐ No, Explain
1.21 Was all of the navigation equipment required for the intended route of flight on board the aircraft and functioning properly? *Related Performance JTI's:* 1. Check, at the dispatch center, that when conducting an extended overwater operation, where VOR or ADF radio navigation equipment is unusable along a portion of the route, the airplane is equipped with two long−range navigation systems in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.351(a) 2. Check, at the dispatch center, that when conducting a flag or supplemental operation or a domestic operation within the State of Alaska the airplane is equipped with two long−range navigation systems in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.351(b) 3.	☐ Yes ☐ No, Explain

Check, at the aircraft, that when conducting RNP−10 navigation, the flightcrew verifies that at least two long range navigation systems capable of navigating to the RNP are operational at the oceanic entry point in accordance with the Certificate Holder's design. *Sources:* 8400.12A Appendix 4 paragraph a 4. Check, at the records repository, through review of flight records, that aircraft that conducted RNP−10 navigation, had at least two long range navigation systems and were verified as operational at the oceanic entry point in accordance with the Certificate Holder's design. *Sources:* 8400.12A Appendix 4 paragraph a	
1.22 Were flight crewmembers provided with the navigation information necessary to conduct the flight safely? *Related Performance JTI's:* 1. Check, at the aircraft, that the pilot in command has appropriate aeronautical charts containing adequate information concerning navigation aids and instrument approach procedures aboard the aircraft in accordance with the Certificate Holder's design. *Sources:* 121.135(b)(24); 121.549(a)	☐ Yes ☐ No, Explain
1.23 Was the appropriate passenger safety information (briefing cards) on the aircraft? *Related Performance JTI's:* 1. Check, at the aircraft, that each passenger−carrying airplane has, in convenient locations for use of each passenger, printed cards supplementing the oral briefing and containing diagrams of, and methods of operating, the emergency exits pertinent only to the type and model airplane used for that flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.571(b)(1); 121.571(b)(2) 2. Check, at the aircraft, that each passenger−carrying airplane has, in convenient locations, for use of each passenger, printed cards supplementing the oral briefing and containing other instructions necessary for use of emergency equipment pertinent only to the type and model airplane used for that flight in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.571(b)(2) 3. Check, at the aircraft, that operations conducted where flight attendants are not used, oral briefings are supplemented with briefing cards, consistent with the airline's procedures, pertinent only to that type and model of aircraft in accordance with the Certificate Holder's design. *Sources:* AC 121.24B Appendix 2 Paragraph 2 4. Check, at the aircraft, that operations conducted where flight attendants are not used, oral briefings are supplemented with briefing cards, consistent with the airline's procedures, specific to that aircraft, when aircraft equipment is substantially different within the same model in accordance with the Certificate Holder's design. *Sources:* AC 121.24B Appendix 2 Paragraph 2	☐ Yes ☐ No, Explain ☐ Not Applicable

1.24 Was the appropriate exit row seating information (briefing cards) on the aircraft? *Related Performance JTI's:* 1. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat include information that a passenger occupying an exit seat may use if called upon to locate the emergency exit in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.585(d)(1) 2. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use if called upon to recognize the emergency exit opening mechanism in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.585(d)(2) 3. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use if called upon to comprehend the instructions for operating the emergency exit in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.585(d)(3) 4. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use if called upon to operate the emergency exit in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.585(d)(4) 5. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use if called upon to assess whether opening the emergency exit will increase the hazards to which passengers may be exposed in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.585(d)(5) 6. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use to follow oral directions and hand signals given by a crewmember in accordance with the Certificate Holder's design. *Sources:* 121.135(a)(1); 121.585(d)(6) 7. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use if called upon to stow or secure the emergency exit door so that it will not impede use of the exit in	☐ Yes ☐ No, Explain ☐ Not Applicable

accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(7)

8. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use if called upon to assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(8)
9. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use if called upon to pass expeditiously through the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(9)
10. Check, at the aircraft, that passenger information cards, presented in the language in which briefings and oral commands are given by the crew, at each exit seat, include information that a passenger occupying an exit seat may use if called upon to assess, select, and follow a safe path away from the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(10)
11. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to reach upward, sideways, and downward to the location of emergency exit and exit−slide operating mechanisms in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(i)
12. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to grasp and push, pull, turn, or otherwise manipulate those mechanisms in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(ii)
13. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to push, shove, pull, or otherwise open emergency exits in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(iii)

14. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to lift out, hold, deposit on nearby seats, or maneuver over the seatbacks to the next row, objects the size and weight of over−wing window exit doors in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(iv)
15. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to remove obstructions, similar in size and weight to over−wing exit doors in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(v)
16. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to reach the emergency exit expeditiously in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(vi)
17. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to maintain balance while removing obstructions in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(vii)
18. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to exit expeditiously in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(viii)
19. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to stabilize an escape slide after deployment in accordance with the Certificate Holder's design.

Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(ix)

20. Check, at the aircraft, that passenger information cards, presented in the primary language in which emergency commands are given by the crew, at each exit seat, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to assist others in getting off an escape slide in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(1)(x)
21. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to locate the emergency exit without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(1); 121.585(e)(1)(i)
22. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to recognize the emergency exit opening mechanism without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(2); 121.585(e)(1)(i)
23. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to comprehend the instructions for operating the emergency exit without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(3); 121.585(e)(1)(i)
24. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to operate the emergency exit without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(4); 121.585(e)(1)(i)
25.

Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to assess whether opening the emergency exit will increase the hazards to which passengers may be exposed without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(5); 121.585(e)(1)(i)

26. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to follow oral directions and hand signals given by a crewmember without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1)
27. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to stow or secure the emergency exit door so that it will not impede use of the exit without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(7); 121.585(e)(1)(i)
28. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(8); 121.585(e)(1)(i)
29. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to pass expeditiously through the emergency exit without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(9);

121.585(e)(1)(i)

30. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she is less than 15 years of age or lacks the capacity to assess, select, and follow a safe path away from the emergency exit without the assistance of an adult companion, parent, or other relative in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(2); 121.585(d)(10); 121.585(e)(1)(i)
31. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she lacks the ability to read and understand instructions required by this section and related to emergency evacuation provided by the Certificate Holder in printed or graphic form or the ability to understand oral crew commands in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(3); 121.585(e)(1)(i)
32. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to locate the emergency exit without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(d)(1); 121.585(e)(1)(i)
33. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to recognize the emergency exit opening mechanism without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(d)(2); 121.585(e)(1)(i)
34. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to comprehend the instructions for operating the emergency exit without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(d)(3); 121.585(e)(1)(i)

35. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to operate the emergency exit without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(d)(4); 121.585(e)(1)(i)
36. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to assess whether opening the emergency exit will increase the hazards to which passengers may be exposed without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(d)(5); 121.585(e)(1)(i)
37. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to follow oral directions and hand signals given by a crewmember without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(d)(6); 121.585(e)(1)(i)
38. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to stow or secure the emergency exit door so that it will not impede use of the exit without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(e)(1)(i); 121.585(d)(3)
39. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(d)(8);

121.585(e)(1)(i)

40. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to pass expeditiously through the emergency exit without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(4); 121.585(d)(9); 121.585(e)(1)(i)
41. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient visual capacity to assess, select, and follow a safe path away from the emergency exit without the assistance of visual aids beyond contact lenses or eyeglasses in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(i); 121.585(b)(4); 121.585(d)(10)
42. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she lacks sufficient aural capacity to hear and understand instructions shouted by flight attendants, without assistance beyond a hearing aid in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(5); 121.585(e)(1)(i)
43. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she lacks the ability adequately to impart information orally to other passengers in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(6); 121.585(e)(1)(i)
44. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small children, that might prevent the person from locating the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(1); 121.585(e)(1)(i)
45. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small

children, that might prevent the person from recognizing the emergency exit opening mechanism in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(2); 121.585(e)(1)(i)

46. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small children, that might prevent the person from comprehending the instructions for operating the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(3); 121.585(e)(1)(i)
47. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small children, that might prevent the person from operating the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(4); 121.585(e)(1)(i)
48. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small children, that might prevent the person from assessing whether opening the emergency exit will increase the hazards to which passengers may be exposed in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(5); 121.585(e)(1)(i)
49. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small children, that might prevent the person from following oral directions and hand signals given by a crewmember in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(6); 121.585(e)(1)(i)
50. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small

children, that might prevent the person from stowing or securing the emergency exit door so that it will not impede use of the exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(7); 121.585(e)(1)(i)

51. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small children, that might prevent the person from assessing the condition of an escape slide, activating the slide, and stabilizing the slide after deployment to assist others in getting off the slide in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(8); 121.585(e)(1)(i)
52. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small children, that might prevent the person from passing expeditiously through the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(e)(1)(i); 121.585(d)(9)
53. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition or responsibilities, such as caring for small children, that might prevent the person from assessing, selecting, and following a safe path away from the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(e)(1)(i); 121.585(d)(10)
54. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she locates the emergency exit.
Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(1); 121.585(e)(1)(i)
55. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she recognizes the emergency exit opening mechanism.

Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(2); 121.585(e)(1)(i)

56. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she comprehends the instructions for operating the emergency exit.
Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(3); 121.585(e)(1)(i)
57. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she operates the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(i); 121.585(d)(4); 121.585(e)(1)(i)
58. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she assesses whether opening the emergency exit will increase the hazards to which passengers may be exposed.
Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(5); 121.585(e)(1)(i)
59. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she follows oral directions and hand signals given by a crewmember.
Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(6); 121.585(e)(1)(i)
60. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, include a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she stows or secures the emergency exit door so that it will not impede use of the exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(7); 121.585(e)(1)(i)
61. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she

activates the slide, and stabilizes the slide after deployment to assist others in getting off the slide in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(8); 121.585(e)(1)(i)

62. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she passes expeditiously through the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(9); 121.585(e)(1)(i)
63. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a condition that might cause the person harm if he or she assesses, selects, and follows a safe path away from the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(b)(7)(ii); 121.585(d)(10); 121.585(e)(1)(i)
64. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from locating the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(1); 121.585(e)(1)(ii)
65. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from recognizing the emergency exit opening mechanism in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(2); 121.585(e)(1)(ii)
66. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from comprehending the instructions for operating the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(3); 121.585(e)(1)(ii)
67. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request

that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from operating the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(4); 121.585(e)(1)(ii)

68. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from assessing whether opening the emergency exit will increase the hazards to which passengers may be exposed in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(5); 121.585(e)(1)(ii)
69. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from following oral directions and hand signals given by a crewmember in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(6); 121.585(e)(1)(ii)
70. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from stowing or securing the emergency exit door so that it will not impede use of the exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(7); 121.585(e)(1)(ii)
71. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from assessing the condition of an escape slide, activating the slide, and stabilizing the slide after deployment to assist others in getting off the slide in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(8); 121.585(e)(1)(ii)
72. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from passing expeditiously through the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(9); 121.585(e)(1)(ii)
73. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which

emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she has a non−discernible condition that will prevent him or her from assessing, selecting, and following a safe path away from the emergency exit in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(d)(10); 121.585(e)(1)(ii)

74. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she may suffer bodily harm as the result of performing one or more of the listed functions in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(iii)
75. Check, at the aircraft, that passenger information cards, located at each exit seat, presented in the primary language in which emergency commands are given by the crew, included a request that a passenger identify himself or herself to allow reseating if he or she does not wish to perform the listed functions in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(1)(iv)
76. Check, at the aircraft, that passenger information cards, located at each exit seat, in each language used by the Certificate Holder for passenger information cards, include a request that a passenger identify himself or herself to allow reseating if he or she lacks the ability to read, speak, or understand the language or the graphic form in which instructions related to emergency evacuation are provided by the Certificate Holder.
Sources: 121.135(a)(1); 121.585(e)(2)
77. Check, at the aircraft, that passenger information cards, located at each exit seat, in each language used by the Certificate Holder for passenger information cards, include a request that a passenger identify himself or herself to allow reseating if he or she lacks the ability to understand the specified language in which crew commands will be given in an emergency in.
Sources: 121.135(a)(1); 121.585(e)(2)
78. Check, at the aircraft, that passenger information cards, located at each exit seat, in each language used by the Certificate Holder for passenger information cards, included a request that a passenger identify himself or herself to allow reseating if he or she may suffer bodily harm as the result of performing one or more of those functions in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(3)
79. Check, at the aircraft, that passenger information cards, located at each exit seat, in each language used by the Certificate Holder for passenger information cards, included a request that a passenger identify himself or herself to allow reseating if he or she does not wish to perform those functions in accordance with the Certificate Holder's design.
Sources: 121.135(a)(1); 121.585(e)(4)

2	Were the Certificate Holder's policies, procedures, instructions and information, contained in its manual, for the Appropriate Operational Equipment process followed?	☐ Yes ☐ No, Explain
3	Were the Appropriate Operational Equipment process controls followed?	☐ Yes ☐ No, Explain
4	Did the records for the Appropriate Operational Equipment process comply with the instructions provided in the Certificate Holder's manual?	☐ Yes ☐ No, Explain
5	Were the process measurements for the Appropriate Operational Equipment process effective in identifying problems or potential problems and providing corrective action for them?	☐ Yes ☐ No, Explain
6	Did personnel properly handle the associated interfaces by complying with other written policies, procedures, instructions and information that are related to this element?	☐ Yes ☐ No, Explain

EPI SECTION 1 − PERFORMANCE OBSERVABLES −Drop Down Menu
1. Personnel.
2. Tools and Equipment.
3. Technical Data.
4. Procedures, policies or instructions or information.
5. Materials.
6. Facilities.
7. Controls.
8. Process Measures.
9. Interfaces.
10. Desired Outcome.
11. Other.

EPI SECTION 2 − MANAGEMENT RESPONSIBILITY & AUTHORITY OBSERVABLES	
Objective: To determine if the person identified by the certificate holder as having responsibility and/or authority for the Outsource Organization process is qualified, knowledgeable, and recognizes that responsibility and/or authority. (The person with the authority may or may not be the person with the responsibility.)	
Tasks	
To meet this objective, the inspector must accomplish the following tasks:	
1 Identify the person that has overall responsibility for the Appropriate Operational Equipment process.	
2 Identify the person that has overall authority for the Appropriate Operational Equipment process.	
NOTE: If no personnel or major program changes (as defined by the Principal Inspector) affecting the responsibility or authority attributes for this element have occurred since the last SAI and/or EPI was accomplished, then do not perform tasks 3 − 6. Answer questions 2.1 &2.2, and provide the name/title.	
3 Review the duties and responsibilities for the person(s) who manage the Appropriate Operational Equipment process documented in the Certificate Holder's manual.	
4 Review the appropriate organizational chart.	
5 Discuss the Appropriate Operational Equipment process with the management personnel identified in Tasks 1 and 2.	
6 Evaluate the qualifications and work experience of the management personnel identified in Tasks 1 and 2.	
Questions	
To meet this objective, the inspector must answer the following questions:	
2. Are the following aspects of the Management Responsibility and Authority Attributes addressed for the Appropriate Operational Equipment process:	
2.1 Is there a clearly identified person who is responsible for the quality of the Appropriate Operational Equipment process?	☐ Yes ☐ No, Explain Name/Title:
2.2 Is there a clearly identified person who has authority to establish and modify the Certificate Holder's policies, procedures, instructions and information for the Appropriate Operational Equipment process?	☐ Yes ☐ No, Explain Name/Title:
2.3 Does the responsible person know that he/she has responsibility for the Appropriate Operational Equipment process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.4 Does the person with authority know that he/she has authority for the Appropriate Operational Equipment process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.5 Does the person with responsibility for the Appropriate Operational Equipment process meet the qualification standards?	☐ Yes ☐ No, Explain ☐ Not Applicable

2.6 Does the person with authority to establish and modify the Appropriate Operational Equipment process meet the qualification standards?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.7 Does the person with responsibility understand the controls, process measurements, and interfaces associated with the Appropriate Operational Equipment process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.8 Does the person with authority understand the controls, process measurements, and interfaces associated with the Appropriate Operational Equipment process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.9 Does the responsible person know who has authority to establish and modify the Appropriate Operational Equipment process?	☐ Yes ☐ No, Explain ☐ Not Applicable
2.10 Does the individual with authority know who has the responsibility for the Appropriate Operational Equipment process?	☐ Yes ☐ No, Explain ☐ Not Applicable

EPI SECTION 2 − MANAGEMENT RESPONSIBILITY & AUTHORITY OBSERVABLES −Drop Down Menu
1. Assignment of responsibility.
2. Assignment of authority.
3. Does not understand procedures, policies or instructions and information.
4. Does not understand controls.
5. Does not understand process measurements.
6. Does not understand interfaces.
7. Span of control.
8. Position vacant.
9. Other.